Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims

in the application:

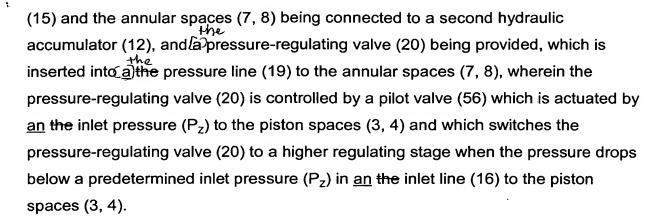
Listing of Claims:

Claims 1 to 10 (Canceled).

described in 15th delay p5

11. (Currently Amended) A method of controlling suspension performance in a vehicle having a hydropneumatic suspension device between suspended and unsuspended masses and extremely variable axle load ratios, wherein the suspension device has double-action hydraulic cylinders (1, 2) between the suspended and unsuspended masses, the cylinders having their pressure chambers being connectable to a pump over pressure lines, with a pressure-regulating valve being installed in the pressure line to annular spaces, comprising: the pressure-regulating valve (20) constantly correcting the pressure in the annular spaces to the pressure in the piston spaces (3, 4) of the cylinders in a predefined ratio, wherein the pressure (P_R) in the annular spaces (7, 8) of the spring cylinders (1, 2) is increased in a the low load range (n) on a the front axle of the vehicle.

- 12. (Currently Amended) The method according to Claim 11, wherein the pressure (P_R) in the annular spaces (7, 8) is also increased in <u>a</u> the high load range (h) of the front axle.
- 13. (Currently Amended) The method according to Claim 11, wherein the annular space pressure (P_R) is switched in two pressure stages having a difference of up to 50 bar as a function of <u>a</u> the pressure (P_z) in the piston spaces (3, 4).
- 14. (Currently Amended) A device for implementing the method according to Claim 11, comprising a the hydropneumatic suspension device for vehicles having extremely variable load conditions, in which spring cylinders (1, 2) which have load-carrying piston spaces (3, 4) and pressure-loaded annular spaces (7, 8) surrounding a the piston rod with a seal are situated between the suspended and unsuspended masses, the piston spaces (3, 4) being connected to a first hydraulic accumulator Page 4 of 11





- 15. (Currently Amended) The device according to Claim 14, wherein the pilot valve (56), designed as a valve having a double reversal, switches the pressure-regulating valve (20) from the inlet pressure (P_z) to <u>a</u> the higher regulating stage at a low pressure level and at a high pressure level.
- 16. (Currently Amended) The device according to Claim 14, wherein the pilot valve (56) is a 3/2-way solenoid valve which is switched by \underline{a} the pressure sensor in the inlet pressure (P_z).
- 17. (Currently Amended) The device according to Claim 15, wherein the pilot valve (56) is a 3/2-way solenoid valve which is switched by \underline{a} the pressure sensor in the inlet pressure (P_z).
- 18. (Currently Amended) The device according to Claim 14, wherein <u>a</u> the control line (42) for <u>a</u> the regulating spring (41) of the pressure-regulating valve (20) is connected to <u>an</u> the inlet line (63) leading to the annular spaces (7, 8) between <u>a</u> the non-return valve (21) and the annular spaces (7, 8).
- 19. (Currently Amended) The device according to Claim 15, wherein <u>a</u> the control line (42) for <u>a</u> the regulating spring (41) of the pressure-regulating valve (20) is connected to <u>an</u> the inlet line (63) leading to the annular spaces (7, 8) between <u>a</u> the non-return valve (21) and the annular spaces (7, 8).
- 20. (Currently Amended) The device according to Claim 16, wherein <u>a</u> the control line (42) for <u>a</u> the regulating spring (41) of the pressure-regulating valve (20)

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is connected to <u>an</u> the inlet line (63) leading to the annular spaces (7, 8) between <u>a</u> the non-return valve (21) and the annular spaces (7, 8).

- 21. (Currently Amended) The device according to Claim 14, wherein <u>a</u> the control line (42) is provided with a deblockable non-return valve (50).
- 22. (Currently Amended) The device according to Claim 15, wherein <u>a</u> the control line (42) is provided with a deblockable non-return valve (50).
- 23. (Currently Amended) The device according to Claim 16, wherein <u>a</u> the control line (42) is provided with a deblockable non-return valve (50).
- 24. (Currently Amended) The device according to Claim 18, wherein <u>a</u> the control line (42) is provided with a deblockable non-return valve (50).
- 25. (Currently Amended) The device according to Claim 14, wherein a throttle (18) is inserted between <u>a</u> the connection (52) of <u>a</u> the control line (42) to the inlet line (16) (60) and <u>a</u> the connecting line (11) of the annular spaces (7, 8).
- 26. (Currently Amended) The device according to Claim 15, wherein a throttle (18) is inserted between <u>a</u> the connection (52) of the control line (42) to the inlet line (60) and <u>a</u> the connecting line (11) of the annular spaces (7, 8).
- 27. (Currently Amended) The device according to Claim 16, wherein a throttle (18) is inserted between <u>a</u> the connection (52) of the control line (42) to the inlet line (60) and <u>a</u> the connecting line (11) of the annular spaces (7, 8).
- 28. (Currently Amended) The device according to Claim 18, wherein a throttle (18) is inserted between <u>a</u> the connection (52) of the control line (42) to the inlet line (60) and <u>a</u> the connecting line (11) of the annular spaces (7, 8).
- 29. (Currently Amended) The device according to Claim 14, wherein <u>a</u> the deblocking control line (51) of <u>a</u> the non-return valve (50) is connected to <u>a</u> the



control line (24) of the non-return valves (17, 21) of the inlet lines (16, 19) line (16) and an inlet line (19).



30. (Currently Amended) The device according to Claim 15, wherein <u>a</u> the deblocking control line (51) of <u>a</u> the non-return valve (50) is connected to <u>a</u> the control line (24) of the non-return valves (17, 21) of the inlet lines (16, 19) line (16) and an inlet line (19).